GALT TRAFFIC

EAA CHAPTER 932 at Galt Airport, "one zero charlie" visit us at: WWW.EAA932.ORG

FEBRUARY 2006

VALENTINE PASTA POT-LUCK HANGAR PARTY

Not only EAA 932ers, but **all Galt "Regulars" are invited to join together Sat. February 11** for our annual Pasta Potluck. We'll meet at Hangar I-4 starting around 6 PM. Please bring a dish to pass – the theme is *Italian* and BYOB. The Chapter will provide condiments, cups, plates 'silverware', etc.

There will be a membership meeting that morning at 10 when we will set-up for the dinner. To get to Hangar I-4, drive east to the end of the new south boundary service road. I-4 is one of the new 50' X 50' hangars in the eastern most building.

AIR ACADEMY SCHOLARSHIP CONTEST

Please take a look at John Theriault's letter at the end of the Newsletter (e-mail edition) announcing the 5th annual Chapter 932 EAA Air Academy Scholarship Contest. We will be sending three or more kids between the ages of 12 and 18 to Oshkosh for the "experience of a lifetime". John's brief letter outlines the contest rules and entering instructions. It is followed by the two page application form. Why not print these pages and give them to some deserving young relative or friend. THE CHANCES OF WINNING ARE QUITE GOOD – typically, we only get a couple dozen entries.

But hurry – **contest ends Feb. 28**. The forms can also be downloaded from the EAA and EAA 932 web sites.

CHECK IT OUT

A NIGHT OUT WITH CHAPTER 1177

Five 932ers joined members of Palmyra, WI Chapter 1177 Jan. 14th to enjoy dinner and hear EAA founder Paul Poberezny (left) reminisce about the early years of EAA and of aviation in Wisconsin. Below L-R, John Roach, Shawn Gaya, John Grosse, Tom Hoppe and Jeff Hill, Sr.

FLYING THE 'COUPE'

John Roach's recently acquired Ercoupe

By Don Sword and John Roach

The Ercoupe was designed to be a simple, inexpensive to fly aircraft. It is perhaps the easiest aircraft to learn to fly. With no rudder pedals, an Ercoupe is always in coordinated flight. On the ground or in the air it steers like a car: just turn the wheel where you want to go. It is robustly built with solid landing gear that stands up well to the occasional student pilot landing thump. And, as an added plus, its crosswind takeoff and landing capabilities are much greater than its tail dragger competitors of the 40s and 50s as well as today's popular general aviation fleet.

However, for experienced pilots, Ercoupes can be problematic. On the ground, most pilots are used to steering with their feet, using brakes or rudder. CFIs work hard to get students not to turn the wheel while maneuvering on the ground. With no rudder pedals and only one brake pedal, it's sometimes difficult to break old habits. On takeoff acceleration, an Ercoupe pilot steers the runway centerline rather than using rudder and aileron control to maintain heading.

Designed to sit on the runway in a slightly negative stance with the engine pointed a little down and to the right of its centerline, there are no P forces to overcome. The plane must be lifted off the runway by relaxing the wheel at flying speed.

Short field TO with JATO in the '50s

These same design features affect its landing characteristics. Ercoupes can be put on the ground at close to their maximum flying speeds without fear of their ballooning off the runway. In fact, the most dangerous approach in a Coupe is one that is too slow. Slow speeds with reduced power can result in rapid descents with insufficient elevator control to flair. Many experienced Coupers approach the runway at speeds between 65 to 75 mph until close to the ground and over the runway in level flight.

In the air, Coupes are a delight to fly. Just trim the nose slightly below the horizon and make perfectly coordinated turns with your feet flat on the floor. The climb and cruise performance is similar to that of a Cessna 150. However, at a cruise speed of approximately 105 miles per hour the fuel burn usually is less than 5 gallons per hour. Fuel capacities of 20 to 24 gallons make three hour cross country legs possible. One limitation is gross weight. For C and CD models the gross is 1260 lbs while later models can run to 1400 lbs. With an average empty weight exceeding 850 lbs, full tanks are not always an option. Another Coupe advantage (for most models) is flying in warm weather with an open cockpit. But, if you stick your elbow out too far, you'll probably lose a couple of miles per hour airspeed and you may have to slightly re-trim for level flight.

Perhaps the greatest disadvantages that most experienced pilots see in Coupe design centers on cross-wind takeoffs and landings. With no rudder control, it is impossible to cross-control and slip the aircraft, thus making traditional cross-wind maneuvering difficult if not impossible. Only those who have flown a Coupe know how wrong this thinking is.

The operating instructions for Coupes advise it to be capable with cross-wind components up to 25 miles per hour. Experienced Ercoupe drivers claim success with wind velocities exceeding 40 miles per hour. How is this possible? On takeoff, a very slight forward elevator pressure will hold the plane on the runway until flying speed is reached – usually 60 to 65 mph. A slight pull on the wheel pops the Coupe above the runway. The Coupe will automatically swing into the wind and a moment or two of level but crabbed flight will accelerate you down the runway to climb out speed of 70mph. Landing in a cross-wind is equally simple. Approach the runway in a level crab at a flying speed of 70 to 80 mph. Then fly the Coupe gently to a touch down maintaining both the speed and the crab. At the moment of touchdown loosen your grip on the controls – or even momentarily let go of them entirely. As if by magic, the Coupe will swing with the wind to align itself with the runway. Once this happens, resume steering with the controls and brake to a smooth stop. The only trick is to remove any cross runway drift by your crab while in the air. The design magic of Fred Weick does the rest; making the Ercoupe perhaps the easiest and safest to fly general aviation aircraft ever produced.

A future article will discuss the different Ercoupe models and some things to remember if you are thinking of becoming a Couper.

Fred Weick, (left) is the guy who designed the Ercoupe. Later in life he was also instrumental in the design of the Pipers PA 28 and Pawnee.

(This is the second in a series of articles on the Ercoupe by Don Sword and John Roach, both of whom are Chapter 932 member and Ercoupe owners – Ed.)

CHAPTER CALENDAR

Join us for coffee and hangar flying at 9:30 prior to meetings

FEB 11 EAA 932 MEETING 10 AM (set up for **VALENTINES PASTA POTLUCK PARTY at 6 PM**)
MAR 10 B-17 PROJECT FIELD TRIP (meet @ 932 Hgr. **10 AM**)
APR 4-10 SUN 'n FUN Lakeland FL. www.sun-n-fun.org
APR 8 EAA 932 MEETING 10 AM (clean up/fix up day)
APR 29 FLY IN/DRIVE IN SAFETY SEMINAR 8:15 AM
MAY EAA 932 MEETING 10 AM (film)
MAY 19, 20, 21 OSHKOSH WORK WEEKEND
JUN 10 EAA 932 MEETING 10 AM (nom. comm. for Sec/Tres) **YOUNG EAGLES 11 – 4 PM**)
JUN 17 EAA 932 FLY IN (nearby Chapters, antique/classic owners picnic on "Lake Galt")
JUN 23, 24, 25 OSHKOSH WORK WEEKEND
JUL 8 EAA 932 MEETING 10 AM (film)
JUL 24-30 AirVenture 2006 Oshkosh, WI www.eaa.org
AUG 12, 13 FLYERS & TIRES
SEP 9 EAA 932 MEETING 10 AM YOUNG EAGLES 11 – 4 PM
SEP 30 FLY IN/DRIVE IN SAFETY SEMINAR 8:15 AM
OCT 14 EAA 932 MEETING 10 AM (set up for **CHILIFEST 5:30**
NOV 11 EAA 932 MEETING 10 AM (election of officers, film)
DEC 9 EAA 932 MEETING 10 AM (film)

For information on line…
PILOT ALERTS – EVENTS – FLY-INS
GO TO:
AOPA: www.aopa.org
EAA: www.eaa.org
FAA: www.faa.gov
EAA 932: www.eaa932.org
Il DOT: www.dot.state.il.us/aero/index.html
WI DOT: www.dot.wisconsin.gov/travel/air/genral.html

EAA 932 Meetings 2nd Saturdays @ 10 AM
Young Eagles Jun 10 & Sep 9 or by app. Contact any Chapter officer or director (box below)

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. ***Articles may be reprinted if credit is given.***
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THREE RETIRED PILOTS by JH,sr.

…discussing health & fitness:

Oscar: "If you are going to try cross-country skiing, I'd recommend starting with a really small country."
Foxy: "The best time to exercise is early in the morning before your brain figures out what your body is up to."
Papa: "The only reason to take up jogging would be to hear heavy breathing again."

EAA AIR ACADEMY SCHOLARSHIP PROGRAM

The Experimental Aircraft Association (EAA) Chapter 932, located at Galt Airport, is proud to announce the fifth annual EAA Air Academy Scholarship Contest. The contest is open to all McHenry County students ages 12-18. The fast-paced Air Academy program provides opportunities in hands-on workshops and computer laboratories. Participants explore nearly every facet of flight, from balsa gliders to the large collection of aircraft at EAA's world class Air Venture Museum located in Oshkosh, Wisconsin.

This year, one 12-13 year old winner will receive a scholarship to attend the five day EAA Young Eagles Camp (a $550 value). A 14-15 year old winner will receive a scholarship to the five day EAA Basic Air Academy (a $750 value) and one 16-18 year old winner will receive a scholarship to the five day EAA Advanced Air Academy (a $950 value).

The contest will run from January 20, 2006 and conclude February 28, 2006. The winners will be announced by March 20, 2006. All applicants will need to complete the EAA Air Academy Application as well as two letters of recommendation and a brief essay which is explained below.

INSTRUCTIONS

Step 1: Complete the Air Academy application. (Download these 3 pages.)

Step 2: Include 2 letters of recommendation. These may be from teachers, clergy, flight instructors, EAA members, etc. **No family members please.**

Step 3: Complete an essay discussing your aviation interests, experiences and career goals. These goals do not have to be aviation related.

Return all parts of the application (Air Academy form, letters of recommendation and essay) no later than February 28, 2006 to:

Completed applications should be returned by February 28, 2006 to:
EAA Chapter 932
P.O. Box 1564
Woodstock, IL 60098

For more information contact John Theriault at 815-206-4420 or Galt Airport at 815-648-2433. You can also obtain information from our Chapter web site at www.eaa932.org or the Experimental Aircraft Association's web site at www.eaa.org.

EAA Air Academy 2006 Participant Application

Please note: Camp dates; requirements, programs and fees are subject to change!

2006 Camp Schedule

EAA Young Eagles Camp – (For Youth ages 12 and 13)

~~Registration fee: $600 for Non-EAA Member OR $550 for EAA Member. Deposit = $100~~

☐ Session #1 June 15 – 19, 2006
☐ Session #2 June 21 - 25, 2006

EAA Basic Air Academy – (For Youth ages 14 and 15)

~~Registration fee: $800 for Non-EAA Member OR $750 for EAA Member. Deposit = $150~~

☐ Session #1 June 27 – July 3, 2006
☐ Session #2 July 8 - 14, 2006

EAA Advanced Air Academy – (For Youth ages 16, 17 and 18)

~~Registration fee: See below. Deposit = $200~~ ****2006 AirVenture dates are July 24-30****

☐ Session #1 July 17 - 26, 2006, $1000 for Non-EAA Member OR $950 for EAA Member
☐ Session #2 July 28 – August 6, 2006, $900 for Non-EAA Member OR $850 for EAA Member

Participants must be the minimum age for the selected camp by the first day of that camp.

PARENT/GUARDIAN INFORMATION (Please Print Legibly)

First_____Last_____

EAA Membership # (Family or Individual)_____Parent E-Mail address_____

Address_____

City_____State_____Zip_____

Home Phone: (____)_____ Work Phone: (____)_____ Cell (___)_____

APPLICANT INFORMATION (Please Print Legibly)

First_____Last_____

Date of Birth: _____/_____/_____ Age: _____ Male _____ Female _____

Address_____

City _____ State _____ Zip _____

Phone (_____)_____ Adult Shirt Size: ____S ____M ____ L____ XL ____ XXL

*Sponsored by (EAA Chapter # or other entity) _____

*If an EAA Chapter or other entity is sponsoring a participant, it is the participant's responsibility to communicate, coordinate and submit all paperwork and payment to the EAA Resident Education department. The participant is ultimately responsible for all fees associated with the EAA Air Academy Youth Camp and the communication to and coordination of sponsorship from the EAA Chapter or other sponsor to the EAA Museum & Resident Education Department.

THIS APPLICATION MUST BE COMPLETE OR IT WILL BE RETURNED

This completed camp application form, a letter of application from the participant, 2 letters of reference, and the application deposit **~~must be received at EAA a minimum of 60 days prior to the opening date~~** ~~of the camp session chosen~~.

Please see our cancellation and refunds policy at www.airacademy.org.

Please DO NOT make any travel arrangements until you have been accepted!

Please mail to: EAA 932 AIR ACADEMY CONTEST
PO Box 1564, Woodstock, IL 60098

Questions? Contact John Theriault at 815-206-4420

APPLICANT'S SCHOLASTIC INFORMATION

Please list classes and grades for the last school period completed

1. _____ 2. _____
3. _____ 4. _____
5. _____ 6. _____
7. _____ 8. _____

APPLICANT RATING

Please rate yourself in each area using 1 being the lowest and 10 being the highest rating.

Conduct	1	2	3	4	5	6	7	8	9	10
Maturity	1	2	3	4	5	6	7	8	9	10
Responsibility	1	2	3	4	5	6	7	8	9	10
Emotional Stability	1	2	3	4	5	6	7	8	9	10
Academic Ability	1	2	3	4	5	6	7	8	9	10
Academic Achievement	1	2	3	4	5	6	7	8	9	10
Perseverance	1	2	3	4	5	6	7	8	9	10
Manual Dexterity	1	2	3	4	5	6	7	8	9	10
Aviation Interest	1	2	3	4	5	6	7	8	9	10
Aviation Experience	1	2	3	4	5	6	7	8	9	10
Aviation Knowledge	1	2	3	4	5	6	7	8	9	10

APPLICATION CHECKLIST

All applicants must send in the following:

- ☐ Completed application, including required signatures. ~~Scholarship applications must accompany application forms~~.
- ☐ Participant's letter of application–include a letter of application stating aviation experiences, interests, and career goals.
- ☐ ~~An application deposit (applied to the registration fee); dollar amount as listed for selected camp. See Cancellation Policy.~~
- ☐ A minimum of two letters of recommendation from teachers, clergy, Flight Instructors, EAA members, etc. No family members please!

SIGNATURES

Participant _____ **Date**_____

Parent/Guardian _____ **Date**_____

Parent/Guardian _____ **Date**_____

Signatures by participant/applicant and parents and/or guardians are required.

ALL applications are subject to the selection process and maximum capacities of the program.

Upon acceptance, a packet of information including *Permission To Participate*, *Liability Waiver*, *Release & Indemnification*, *Health Form*, *Conduct Form*, *Travel Form and other pertinent information* will be sent.

A physical exam within the 24 months prior to the camp start date is required.

How did you learn about the EAA Air Academy?

_____

Visit www.airacademy.org for Air Academy program additions and changes!